

Regular Meeting, Electric Vehicle Charging Stations Infrastructure Commission

March 22, 2019

Meeting presentations and minutes are available at
<https://www.des.nh.gov/organization/divisions/air/tsb/tps/msp/sb517.htm>

Senator Watters opened the meeting at 11:08 a.m.

Introductions

Commission members present: Senator David Watters, Rebecca Ohler (NHDES), Peter King (BIA), Richard Bailey, Jr. (NHDOS), Carleton Simpson (Unitil), Gary Lemay (Drive Electric NH), Matthew Mailloux (OSI), David Rodrigue (NHDOT), Charlotte Ancel (Eversource), Kevin Miller (ChargePoint) and Dan Bennett (NHADA).

Public present: Tom Irwin (CLF); Peter O'Connor (Plug-in America); Tara Merrifield (NHDAS); Liz Nixon (PUC); Tim White (NHDES); Jessica Wilcox (NHDES); Elizabeth Strachan (NHDES); Brianna Brand (Clean Energy NH); Donna Gamache (Eversource); Simon Thompson (Sheehan Phinney Capitol Group); Tristen Bianco (OSI); Drew Drummond (Greenlots); Chris Nihan (Chargepoint); David Rauseo (Developer/Engineer Concord Crossing); Renay Allen (Exeter NH Energy Center); Huck Montgomery (Liberty Utilities); Brian Morris (Eversource); Madeleine Mineau (Clean Energy NH); and Kevin Boughan (Eversource).

Approval of Minutes from February 22, 2019 – Gary Lemay moved to approve the minutes from February 22, 2019; seconded by Kevin Miller. Motion passed with all in favor.

Presentations by Electric Utilities on their role in development of EVSE

Carleton Simpson, Unitil

Carleton discussed the utilities' role in enabling electric vehicle technology, including the utilities' role in developing electric vehicle supply equipment (EVSE, aka charging stations), the barriers to utility investment, and how utilities can help reduce the barriers.

The utilities can help spur EVSE development through EV charging rate structures such as time of use (TOU) rates for electric vehicle charging; ensuring that electric distribution infrastructure is adequate for the additional load; and engaging and educating customers. Barriers to utility investment include the "chicken or the egg" dilemma (the EV market is unlikely to grow without EVSE, but the EVSE market isn't viable without more EVs); start-up costs for the market; and uncertain in the regulatory environment. Carleton concluded by saying that utilities can help reduce barriers by focusing on equity of investments and TOU rates for electric vehicle charging.

Discussion: Senator Watters discussed the requirements of [Senate Bill 575](#) (effective date Aug 11, 2018) that passed last session. It directs the Public Utilities Commission to:

(a) Within 2 years, consider and determine whether it is appropriate to implement any of the following rate design standards for electric companies and public service companies:

- (1) Cost of service;
- (2) Prohibition of declining block rates;
- (3) Time of day rates;
- (4) Seasonal rates;
- (5) Interruptible rates;
- (6) Load management techniques; and
- (7) Demand charges.

(b) Consider and determine whether it is appropriate to implement electric vehicle time of day rates for residential and commercial customers. The standards for determination of such implementation shall include consideration whether such implementation would encourage energy conservation, optimal and efficient use of facilities and resources by an electric company, and equitable rates for electric consumers.

Huck Montgomery, Liberty Utilities

Huck's presentation focused on the utilities' thoughts on the path forward, which includes leveraging Volkswagen settlement resources equitably according to population and travel density; multilateral and public/private partnerships including utilities, automobile manufacturers and dealers, and others; and allowing TOU rates for electric vehicle charging. Liberty will be proposing a TOU rate in their rate case later this year. Huck concluded with an example of a step in the right direction when the New Hampshire Public Utilities Commission approved a tariff exception for Liberty in 2016 to allow EVSE providers to charge customers by the kWh instead of charging by the hour.

Kevin Boughan, Eversource

Kevin presented a joint utility direct current fast charging (DCFC) corridor investment proposal that would utilize a public-private partnership to develop 12 sites, four 50kW DCFC per site, on major transportation corridors in New Hampshire. The proposal would utilize a portion (about \$1.92 million of the \$4.6 million) of the Volkswagen settlement funds earmarked for EV charging infrastructure in NH's Beneficiary Mitigation Plan. The hope is to drive third party innovation in business models for EV chargers. Eversource, and potentially the other utilities, would use the "make-ready" model by ensuring all electrical needs up to the charger stub are done by the utility. The site host would then be responsible for all costs associated with installing and operating the charging stations. This would substantially reduce the upfront costs required to install EVSE. The Eversource contribution would pay for itself and all customers would benefit "due to the rate reducing benefits of increased electrification and thus avoids subsidies". Eversource would not own the charging stations, and the DCFC owners/operators could be determined by competitive bid.

Discussion:

Senator Watters stated that the Commission had sent a recommendation to OSI that the corridors would be a good place to begin the Volkswagen investment and he asked Matthew Mailloux what was

the next step. Matthew stated that he is not directly involved in the Volkswagen Settlement program, but that he can ask and will get back to the commission.

Gary Lemay asked Matthew if he knows a timeline for when funds would be available for EVSE. Matthew stated that the timeline for expending VW funds is long and that the State wants to maximize the investment by making sound choices. Other projects associated with Volkswagen settlement have moved forward and it is difficult to address all the buckets of money at once.

Charlotte Ancel asked if it would be helpful for all of the utilities to come up with a proposal along the lines presented and Matthew agreed that would be helpful. Senator Watters followed up by asking if it would be possible for the utilities, OSI, himself and any other interested parties to meet to discuss this proposal. Matthew said he would look forward to that. Charlotte stated that she and the other utilities could get together and come up with a more formal plan by April 5th and Senator Watters said they could set up a meeting date during the week of April 8th.

Rick Baily stated that he liked the plan since it moves forward but leaves a good percentage for further investment at a later date. He also asked how the utilities would recoup the portion that they spend on the make-ready sites. Charlotte explained that they would re-coup the costs through the electricity use at the sites. Rick indicated that perhaps they should re-phrase their proposal to use the word investment instead of contribution and Charlotte agreed. Huck added that it is a benefit to all rate payers as the increased electricity use from this type of infrastructure investment can place downward pressure on rates.

Kevin Miller noted that implementation of TOU rates will be important to make this a viable business for owners/operators. He also asked if the commission would be developing the regulations for the installation of the chargers. Senator Watters didn't think that was in the purview of the commission but that they can express principal ideas and recommendations.

Becky Ohler asked what the PUC process would be to allow the plan presented by Eversource. Charlotte stated that it would not need approval; however, they do have an upcoming rate case and they could include it in that case. The two-million-dollar investment discussed in the proposal is a rather small percent of the rate case and hopefully it could be included as part of the base spend. Eversource will be looking to PUC for guidance in that regard. Because the proposal is contingent on the use of VW funds the will need some certainty in availability of those funds relatively soon. It was noted that a policy statement from the EV Commission could support a utility request to the PUC.

Senator Watters asked if there are any issues with charging rates. Kevin Boughan stated that currently the charging is done under regular rates and a change to the rate structure to enable TOU rates would need PUC approval.

Dave Rodrigue asked if this was a New Hampshire specific plan or has it been used in other states. Kevin stated that it is a New Hampshire specific proposal; however, it uses pieces that have been done in

other states such as “make-ready” which was used in Massachusetts. Charlotte stated that they wanted to come up with a plan that used “scrappy” New Hampshire solution to make the Volkswagen investment go as far as possible.

Senator Watters noted a Portland Press Herald article the previous day that said Maine used \$1 million for EVSE and \$5 million to subsidize EV purchases from a separate state settlement from Volkswagen. Because it was not tied to the EPA/California Volkswagen settlement the funds could be used for EV incentives, whereas the EPA settlement funds cannot.

Senator Watters opened the discussion up to the public.

Renay Allen from the Exeter Energy Council stated that Exeter doesn't have a public charger and they would like one. She went on to encourage the commission to consider recommending funding of Level 2 for municipalities.

David Rauseo, a local developer of a supermarket development off exit 17 (I-93) asked where he should go for additional information on charging infrastructure so that he can make the right decisions when installing them on the front end during construction. Becky Ohler said she could get him in touch with the various charging companies and they would be happy to guide him through the process. A short discussion of where to install EVSE followed where it was pointed out that placing the EVSE up front and visible is a great way to advertise EVs and make it convenient for the vehicle owners, but may cause the spots to be taken up by internal combustion vehicles so putting them off to the side in some cases may be a better option.

Madeleine Mineau from Clean Energy New Hampshire stated that many municipalities are looking at Level 2 options and are hoping for funding opportunities in this area.

Rick Bailey asked if with the TOU rates is the technology available to start charging remotely. It was stated that the cars can do this and the driver can set the time for when the car should start charging.

Peter King stated that as an electric vehicle owner he has thought a lot about the Level 2 versus DCFC debate and although he is able to get by with just Level 2 he really needs to plan his day around charging. He added that at this point the DCFC will not happen without funding; whereas, if a town wants to put in a Level 2 charger it only costs a couple thousand dollars.

Becky Ohler stated that building codes are where municipalities can incentivize EVSE throughout the state. Senator Watters agreed and suggested that building codes be included on a future agenda.

Charlotte suggested that with their proposal there would EVSE earmarked funds remaining that could go to municipalities for Level 2 at a future time. Senator Watters agreed and also stated that some funds may be needed for state vehicle charging infrastructure as well, particularly if his bill, SB 275 requiring the state fleet to be zero emission vehicles by 2041, is passed.

Legislative Update

Senator Watters led a brief discussion of Senate Bill 275 which has passed the senate. He stated that the amended version of the bill presents a plan to get the State fleet to zero emissions by 2041 and added some flexibility especially for heavy duty vehicles. He stated that prior to that the state will be required to purchase the lowest emission vehicle possible and the agencies will be required to report on their progress to the goal every two years.

Senator Watters also stated that Senate Bill 216 would require the New Hampshire Transportation Council to develop a plan for autonomous vehicles. He stated that this bill was of interest because it is likely that the autonomous vehicles will be electric vehicles.

Senator Watters thanked the public and asked if there was any additional public comment, there was none.

Gary Lemay moved to adjourn the meeting; Becky Ohler seconded; passed with all in favor. The meeting was then adjourned at 12:25.

The next meeting will be April 26, 2019 at starting at 11:00 a.m.